

Recognized Authority on  
Connellsville Coke Trade

# Weekly Courier

Circulates Wherever Coke  
is Manufactured or Used.

VOL 34, NO. 16.

CONNELLSVILLE, PA., THURSDAY MORNING, OCTOBER 24, 1912

EIGHT PAGES.

## Prices and Prospects.

### SPOT COKE PRICES CONTINUE TO SOAR AROUND \$4 LIMIT

Furnacemen Send Scouts In  
to Region to Watch Coke  
Movement.

FIRST HALF CONTRACTS ALL IN

But a Few of These Will Have to Pay  
at Least \$4. Contract Deliveries for  
the Year Held at \$2.75, Pig  
and Coal Prices Awaiting, Too.

Special to the Weekly Courier  
PITTSBURG October 23—Spot and  
prompt coke have again advanced.  
During the past week there has been  
no furnace coke available for prompt  
or spot shipment, at least as \$3.75.  
Last Friday \$3.85 was asked for spot  
and on Saturday, \$4 was reported.

The total tonnage moving in these  
sales is relatively light and the high  
prices are due to the insistence of  
buyers for small tonnages rather than  
the large volume of coke needed. Com-  
plaint continues that delivery on con-  
tracts is not what the market should be,  
but in many cases this is attributed to  
the operators not being able to get out  
the coke. There is probably less com-  
plaint than there was about contracts  
being robbery, and to effect sales of  
prompt and spot coke and possibly the  
activity of furnacemen in getting infor-  
mation as to how coke is moving  
has had something to do with the nor-  
mal rate of increase in requirements

The country is not making any more  
pig iron today than it did in the six  
months from Oct. 1 to March 1, 1910.  
It is a case of insufficient  
output rather than excess capacity if  
there has been anything like the nor-  
mal rate of increase in requirements

COKE MACHINES AT HOSTETTER

Frick Company Installs Apparatus at  
Many Plants in Region

The H. C. Frick Coke Company has  
a force of workmen making the nec-  
essary changes in the oven fronts at  
the Hostetter plant to install coke pulsing  
machines.

Scarcity of good reliable laborers  
has resulted in the company placing  
drawing machines at many of the big  
works. The masons are widening the  
oven doors and the new system will  
be in operation at the plant in a few  
days.

One machine will draw and feed  
the product of from 20 to 25 ovens  
daily. Four men operating this piece  
of mechanism will do the work which  
is equivalent to 25 laborers. In the  
meantime there has been considerable  
erection of product ovens at various  
points, including two new plants in  
Alabama, one at Gary and one at  
South Bethlehem. The Hostetter plant  
has been increased to some 100 tons  
at least, produced in seriously  
restricted by lack of labor, either  
operating the coke plants or mining  
coal for them.

No furnace coke contracts have been  
closed since last week or ten days.  
There is very little call for first half  
deliveries and this is the case held.  
There have been negotiations in  
several cases but the furnaces are  
averse to paying prices they know they would  
be asked. In few cases are definite  
negotiations made on contract coke and  
then they are not held open so that  
the contract price is closely quotable.  
In a general way it may be said  
that no operator appears willing to  
consider a price below \$3 for first half  
or \$3.75 for the whole year but it  
is by no means certain that any stand  
and coke could be secured at these

figures.

Foundry coke has been as source as  
furnace coke. We quote the market  
approximately as follows:

Promp. furnace \$2.75 @ \$3.00  
Contract furnace \$2.75 @ \$3.00  
Promp. foundry \$2.00 @ \$2.25  
Contract foundry \$2.00 @ \$2.25

Pig iron has been quiet the past  
week consumers having been fairly  
well satisfied with the market and  
being content as to future purchases now  
that the market has advanced so  
sharp and there is no chance of get-  
ting it down again.

Foundry iron is quoted at \$16 and  
\$16.25 per hundred weight, all quo-  
tations at \$16 and \$16.25 being with-  
drawn. In Bessemer and Bessemer  
there has been little demand and the  
furnaces seem to be disposed to hold  
these grades where they are although  
small lots higher prices are asked.

We quote \$16.25 for Bessemer and  
\$16.50 for Bessemer. The Pittsburg  
district mine is quoted at \$17.50 for  
Pittsburg district.

There has been practically no min-  
ing of small coal available from the  
Pittsburg district recently. Occasional  
small lots are picked up at about \$1.90  
a ton by Pittsburg districts.

For Poland Company Coke Ovens  
Ramage & Meney contractors to  
make work on 320 rectangular  
coke ovens on the property of the  
Poland Coal Company along Dunkard  
Creek Green County. The company  
owns approximately 1,100 acres  
of coal. The company plans to have  
operations when 50 ovens are finished.  
Washers and crushers are  
now under construction. John Ramage &  
Meney are well known in Connellsville  
and Fayette county. He formerly owned a hotel  
at Fairchance.

Rumored Frick Developments

It is reported that the H. C. Frick  
Coke Company will build coke ovens  
and develop its large coal tract four  
miles south of Monaca but the re-  
port is very vague as to the time these  
developments will be started and lacks  
confirmation by the company.

The coal is part of that purchased re-  
cently from the Pittsburg Coal Com-  
pany.

Superior Inquiry at Uniontown

The request into the Superior in-  
quiry in which 16 miners were  
drowned will be held at 2 o'clock  
this afternoon at the home of Cor-  
oner J. Harry Bell at Uniontown. The  
jurors empaneled for the inquiry are  
Charles Tee Sr., William H. Smart Jr.,  
S. Fleniken, Evans Lynn and Charles  
Chick.

Looses Money on Coal

The annual report of the Norfolk &  
Western Railroad Company states that  
the Fosselton Coal & Coke Company  
lost money on its operations.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION	WEEK ENDING OCTOBER 19, 1912			WEEK ENDING OCTOBER 26, 1912				
	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	22,655	17,010	4,775	217,800	22,655	17,010	4,775	217,248
Lower Connellsville	11,06	14,424	1,829	181,546	10,045	14,416	1,827	181,219
Totals	33,718	32,434	6,601	399,340	38,728	12,126	6,402	97,507
 FURNACE OVENS								
Connellsville	18,106	13,617	1,489	175,100	18,106	14,615*	1,489	173,704
Lower Connellsville	6,71	4,769	902	57,510	5,671	4,777	904	57,614
Totals	23,777	19,386	1,391	232,710	20,704	13,818	1,395	231,309
 MERCHANT OVENS								
Connellsville	4,521	2,293	1,286	42,803	4,570	3,200*	1,286	42,484
Lower Connellsville	19,402	8,655	717	123,916	10,172	9,030	731	123,611
Totals	14,921	1,148	2,023	166,719	11,981	12,932	2,019	166,999
 SHIPMENTS								
To Pittsburgh				4,258 Cars				3,872 Cars
To Points West of Pittsburgh				6,554 Cars				6,611 Cars
To Points East of the Region				867 Cars				939 Cars
Totals				11,719 Cars				13,424 Cars

### THE BETHLEHEM BY-PRODUCT COKE PLANT SELLS GAS

To a Company Which Will Distribute It to Twenty Towns and Villages.

24,000,000 CUBIC FEET DAILY

Produced by the Plant and 1,000,000 Only Goes to Bethlehem Steel Company Leaving 20,000,000 Feet for Domestic Consumption.

The Lehigh Coke Company located  
1 mile within 5 miles of the Bethlehem  
Steel Company is operating the  
first coke by product coke plant in  
western Pennsylvania. This plant will  
have a capacity of 20,000 cubic feet per  
day. The plant will be in operation  
in a few weeks and will be in full  
operation in a few months.

The plant will draw and feed  
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PAGE TWO.

## ELECTRIC POWER CHEAPER AT PIT. THAN IN STREAM

That is the Way Certain Virginia Coal Operators Figure It Out.

### THE BLACK MOUNTAIN MINES

And Towns Boundabout Will be Operated and Lighted by Electricity Manufactured at a Central Station by Steam Power.

The making of electric power at the mouth of the coal pit, which will ultimately result in a great saving in cost, is also in work now being done at St. Charles, Lessontown, Virginia, by owners of the Black Mountain coal fields. A central one to furnish power to various mines will be erected at St. Charles. Already seven or eight coal operations in the fields are conducted for the most part by electricity, and next year will probably see that many more. Each mining operation at present has its own power plant. A central plant will effect a great saving in wages and other ways.

The Black Mountain coal men will also manufacture electricity to sell to others. Towns are within easy reach of the coal fields, and it is believed that electricity can be generated and delivered by the Black Mountain interest at prices lower than it can be produced and profitably sold to the towns.

One of the coal company heads once figured on producing electricity by water power, but found the lowest bid for a dam and turbine to produce about 3,000 horsepower. A drought in late summer demonstrated that he could not count on more than 1,000 horsepower in July and August.

He turned to steam and found a difference of at least \$50,000 in the initial cost of the plant.

With the opening of the mine gets a dollar for his product, the railroad is likely to get a dollar and a half or more for transportation; so fuel for an electric plant ordinarily makes electric production more expensive by that means than water power. But the Black Mountain men figure that fuel at the mouth of the mine would cost them less than a ton, and experts have figured that with coal at less than \$2 a ton, electricity can be made more cheaply by steam than by water power. The new plant is being built, and it is to be enlarged indefinitely and is to be in operation early in January, turning out several hundred thousand horsepower.

### SOMERSET DEPOT ASSURED

B. & O. Official Tells of Enormous Expenditures of Road.

SOMERSET, Oct. 22.—George H. Campbell, of Baltimore, assistant to President Daniel Willard, of the Baltimore & Ohio Railroad Company, was here yesterday, inspecting the new passenger station, and gave assurance that the company will erect a new passenger station at Somerset as soon as funds are available.

"How long will it be before actual work on the new station will begin?" he was asked.

"It cannot be stated definitely at this time," he replied, "but estimated money is limited to that of an individual or a firm. While it is true that money is coming in steadily from various sources, it is equally true there is a stream steadily paid out. For instance, the Baltimore & Ohio has spent in the neighborhood of \$20,000,000 in Somerset county the last two years, and is planning to spend much more. There are other things a railroad must construct besides new depots, and our company at present is building new lines and making other improvements here that benefit the community."

"There is a new station at Somerset, and a new depot is needed. However, a new station at Somerset is needed badly and will be built as soon as the money is available."

"There are three primary objects to be considered in the operation of a railroad, especially a system like the Baltimore & Ohio, which carries an aggregate traffic of 5,000 miles, trains, trains and buildings. Stations, necessarily come third in order, and besides Somerset, there are scores of other towns on various divisions of the road that also need new buildings. Since February 1st, 7,500 new freight cars have been bought, 2,000 of which were made by the Brooks Steel Company. Since Mr. Willard has been President of the company, less than three years, 20,000 cars and 300 locomotives have been added to the equipment. All this requires vast amounts of money and is the source of a constant drain on the road's finances."

"Other improvements at Somerset are round-houses and shops, work on which has already been started, and which will cost thousands of dollars. Requests by the Somerset Board of Trade to Passenger Agent Taggart, I am informed, have either been complied with or given credit consideration. The new round-houses, to be located near Rockwood, will mean much to Somerset county. This will handle the immense coal tonnage originating north of Somerset, and by means of an excellent grade, one locomotive will be able to haul a train of 60 to 70 cars. Crews on this line, I understand, will lay over at Somerset. Trains will be running on the Gaith-Somerset road, it is expected, in a few months."

Miller Sues for \$10,000.

Suit for \$10,000 against the Westmoreland Coal Company was filed in the prothonotary's office at Greensburg, Friday, by attorneys for Paul Ulmer of Johnstown. Claim was made for injuries received by Ulmer while working for the filled mine. Ulmer alleged the company did not provide him a safe place to work. A rock fell and broke his left leg, and otherwise injured him.

**Most Women Workers.**

It is said that Great Britain has more women workers in proportion to its population than any other country. There are 615,000 dressmakers.

### AMERICAN STEEL INSTITUTE IN PITTSBURG THIS WEEK

Great Body to be Presided Over by Judge Gary; to Inspect Coke.

The third general meeting of the American Steel Institute, which brings together the leading iron and steel manufacturers of the United States, will be held in Pittsburgh Friday and Saturday. The headquarters of the institute will be in the Hotel Schenley, and about 400 delegates, or more, will be present. The institute will follow its plan begun last May, to discuss scientific, technical and welfare work as developed in the steel industry of this country.

The first meeting will be on Friday morning, and will be presided over by Judge E. H. Gary, who is chairman, and whose work among employed men in the great mills of the country will be the main topic for discussion following the president's address. Other topics announced include "The Buyer from the Manufacturer's Standpoint," by John L. Haines, assistant to the president of the Jones & Laughlin Steel Company; "Technical Problems of the Smelting," James M. Camp, of the Carnegie Steel Company; "The Use of Quincy Iron in Foundry Mixtures," by Quincy Evert, assistant to the president of the Maryland Steel Company, and "The Manufacture of Ordnance," by the Bethlehem Steel Works, by E. G. Grace, vice president and general manager of the Bethlehem Steel Company.

In the afternoon and evening there will be other discussions along this same line and by men of high authority. An exhibit will be shown, showing the process of iron producing from the mine to the molder. This will be under the direction of Rogers-Brown & Company.

There is also to be a series of sightseeing trips on Saturday, including visits to the principal steel plants and also the Connellsville coke region and finally a visit to the Carnegie institution. The gathering is one of the most dignified in character and represents the brains and wealth of the great industrial interests of America. It is being fostered by the whole trade with greater unanimity than any other movement that has ever undertaken.

Officers of the institute are Elbert H. Gary, president; Powell Stackhouse, first vice president; Willis L. Campbell, second vice president; Charles M. Schwab, third vice president; Edward Balloy, treasurer, and James T. McCleary, secretary. It had been hoped that Mr. Schwab would be able to present at this session, but advances indicate that it will be impossible for him to come.

This session of the institute is the first to be held outside of New York city.

### SCOTTDALE MINE SCHOOL OPEN

Advised by H. C. Frick, Y. M. C. A. Department is Ready.

SCOTTDALE, Oct. 18.—The returning school of the Y. M. C. A. is about to open for its fall activities, and in a branch that has made the Scottsdale association a center of interest for men of both countries in the past few years. Incidentally it may have been something of this very thing that caused G. E. Smith, when the association was being solicited a year ago for the building whose foundations are now going up, to take a share in this project with a contribution of several thousand dollars.

The mining course opens on Monday evening in the association room in the Field Building, the Baldwin and Pittsburgh streets, where the association have their headquarters until the new building is ready for occupancy.

This course has been in operation for several years, and has drawn many mining men from both Westmoreland and Fayette counties to take up the study of mining.

There are other things a railroad must construct besides new depots, and our company at present is building new lines and making other improvements here that benefit the community. It is a real improvement in itself. However, a new station at Somerset is needed badly and will be built as soon as the money is available.

Local Men Coke Directors.

Officers and directors of the Ohio River & Great Lakes Coal & Coke Company were re-elected at a meeting in Uniontown, Thursday. Harvey L. Silcox, of this place, is a director, and John Curry and C. D. Critchfield, both Connellsville men, are officers. Officers with the company are: George T. S. Lackey, Uniontown, President; A. D. Williams, Uniontown, Secretary and Treasurer. The company owns 2,500 acres in Marshall county, W. Va., to be developed.

#### Renting Coal Lands.

A great deal of activity is being reported in Central Pennsylvania Coal fields in the purchase of large acreages of coal in Indiana and Cambria counties. The new buyers of the coal lands are understood to be operating companies, or companies preparing for operations in that field. One man has offered over 387 acres in Cambria county, and in some cases the coal interests of that field look for increased activity in the development of Central Pennsylvania coal lands during the coming year.

#### Frick Company Lets Contract.

The Frick Company has awarded the Keystone Coal Company the contract for purchase on 15 houses on Nigger hill. Five of the houses are double. The Keystone company also has contracted for improvements, totaling \$300, to the residence of Martin Rittenour on Johnston avenue, and for remodeling the Smith House.

#### For B. & O. Bridge Inspection.

George Andrews, of Baltimore, superintendent of Baltimore & Ohio bridges and buildings, accompanied by W. S. Schenck, master carpenter at the local shops, Monday began the annual inspection of bridges and buildings on the Connellsville division. Subscribe for The Weekly Courier.

THE WEEKLY COURIER, CONNELLSVILLE, PA.

### LIST OF COKE OVENS IN The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to  
Saturday, Oct. 19, 1912.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
259	15	Anne	W. J. Bailey	New York, N. Y.
100	10	Armenia	Feng Coke Co.	Unknown
100	10	Aspinwall	H. C. Frick Coke Co.	Pittsburgh
256	24	Atterton	H. C. Frick Coke Co.	Pittsburgh
122	20	Bethany	Mr. Pleasant	Pittsburgh
120	20	Bethany	Maltese Coke Co.	Unknown
20	20	Bethany	H. C. Frick Coke Co.	Pittsburgh
120	20	Bethany	Mr. Pleasant	Pittsburgh
120	20	Bethany	H. C. Frick Coke Co.	Pittsburgh
120	20	Bethany	Mr. Pleasant	Pittsburgh
240	20	Brinkerton	H. C. Frick Coke Co.	Pittsburgh
20	20	Bush Run	Brush Run Coke Company	Pittsburgh
200	20	Cahema	H. C. Frick Coke Co.	Pittsburgh
200	20	Central	H. C. Frick Coke Co.	Pittsburgh
144	20	Central	Sunshine Coal & Coke Co.	Unknown
120	20	Cochbrook	H. C. Frick Coke Co.	Pittsburgh
120	20	Cochbrook	H. C. Frick Coke Co.	Pittsburgh
400	20	Continental No. 1	H. C. Frick Coke Co.	Pittsburgh
350	20	Continental No. 2	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 3	H. C. Frick Coke Co.	Pittsburgh
220	20	Continental No. 4	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 5	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 6	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 7	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 8	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 9	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 10	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 11	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 12	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 13	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 14	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 15	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 16	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 17	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 18	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 19	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 20	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 21	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 22	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 23	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 24	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 25	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 26	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 27	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 28	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 29	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 30	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 31	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 32	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 33	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 34	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 35	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 36	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 37	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 38	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 39	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 40	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 41	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 42	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 43	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 44	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 45	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 46	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 47	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 48	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 49	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 50	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 51	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 52	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 53	H. C. Frick Coke Co.	Pittsburgh
120	20	Continental No. 54	H. C. Frick Coke Co.	Pittsburgh
120				

**COURT RULE AS TO PROPERTY MAY HALT CHEAT HAVEN DAM**

**West Virginia Jurist Holds Company Has no Right to Build.**

**RIVER DECLARED NAVIGABLE**

**Opinion of Judge John W. Mason, at Morgantown, Declared by Attorneys of Development Concern, Not a Deterrent; Will Alter Plans.**

Cheat river, in which the American Waterworks & Guarantee Company, or the West Penn railway interests, are constructing a \$1,000,000 dam at Cheat Haven, was declared a navigable stream of the second class in a recent opinion of Judge John W. Mason, of Monongalia court circuit court, at Morgantown, W. Va., Monday, in a condemnation suit by the company against Lily C. Robinson and others. In his decision, Judge Mason held that the development company had no right to build a dam of the character proposed.

He dwelt particularly upon the right of any public or private corporation to destroy or impair those of owners of property along a stream. Judge Mason held that Cheat River, at the point in question, is indeed a navigable stream of the second class or a floatable stream, and that its feasibility can not be impaired by the impairment of the rights of those who desire to and have the right to use it. He held that the construction of dams of the character proposed by the Mountain Park Land Company would make the Cheat useless as a floatable stream, and discussed the condemnation proceedings on that ground.

Attorneys for the company, which has been engaged in negotiations pertaining to the dam and in purchasing property along the river, said today, the court's decision would not seriously delay the work; that the company would go after plans for the dam that the rights of the stream for other purposes would be protected. The cost of floating of logs rates over the dam would be practicable and without extraordinary hazard. Nevertheless, it is said, it is certain engineering difficulties of no slight proportions will be encountered in providing a safe passageway for logs. Just how far the decision will interfere with the big project remains to be seen. Many other cases were affected by this decision.

The West Virginia Development Company, said Chief Engineer F. W. Schlesinger, after long distance telephone from Pittsburgh Wednesday may appeal from the decision of Judge John W. Mason, of the Monongalia County Circuit Court at Morgantown, W. Va., regarding the navigability of Cheat river. The company said the decision had been misquoted, and that there was no request for provision for passage of rafts or boats. He said the court raised the question that provision ought to be made for the passage of logs and that if the State Supreme Court had made the decision, the company would "make the necessary engineering changes." "We won't stop work," said he.

**SHORT CAR SUPPLY**

**And Desperate Efforts of Pennsylvania Railroad to Remedy It.**

Further evidence of the country's prosperity is furnished by the heavy demand on the railroads for freight cars.

The Pennsylvania Railroad Company reports that to meet the demand in the first nine months of 1912, more than 12,500 men are busy on repairing freight cars and 1,225 men working on new freight cars, while 27,000 employees are busy on rush orders for getting all cars in the best possible shape to handle the traffic.

The Pennsylvania railroad has urged all its agents to see that shippers move all traffic at the earliest possible time in order to avoid all danger of congestion. New rules will also be enforced to keep traffic moving through the warehouses, and to prevent loaded cars from being held at depots.

The total car equipment on all the railroads of the country in 1912 was 2,297,829 cars. Of these the Pennsylvania Railroad Company owned or leased 263,029 cars, or more than 12 per cent of the total. Since January 1, this year, the company has ordered 12,117 additional cars to be delivered and put into service as quickly as they can be built.

**B. & O. ABSORBS FIVE ROADS**

**West Virginia Lines Are Merged at Parkersburg Meeting.**

Five railroads in West Virginia will be merged with the Baltimore & Ohio Railroad Company as a result of action by a majority of stockholders at a meeting in Parkersburg Saturday. This was for the purpose of approving and ratifying agreements between the companies and the Baltimore & Ohio, by which their corporate rights and franchises were purchased by the latter.

The companies purchased are the Ohio River railroad; Parkersburg-Bethel railroad; Huntington & Big Sandy railroad; Ravenswood, Spencerville & Greenbrier railroad, and Elkay & Mill Creek Valley railroad. These have been operated as parts of the Baltimore & Ohio, but retained separate existence. The stockholders of the purchasing company will meet in Baltimore November 18 to approve the action.

**Lowest Car Surplus Since 1907.**

A statement issued Friday by the American Railway Association gave the total surplus of freight cars on the roads on October 18, 1,247,510. This is the lowest surplus reported since October, 1907.

**FIRST HALF 1912 RAILROADS DID \$1,000,000,000 TRADE**

**Even With That Enormous Business, Systems Claim Decrease in Revenue of \$50,412.**

Railroad people devoted much time Thursday to scanning the facts set forth in the latest bulletin issued by the Bureau of Railway News and Statistics.

The figures presented show: That the earnings of the railroads of the country for the fiscal year ended June 30, last, were \$2,573,779,957, an increase of \$5,459,583, offsetting the latest item of revenue, an increase of \$5,559,300 in operating expenses, leaving a net decrease in revenue of \$50,412. Furthermore, taxes increased during the year \$12,682,253, resulting in a net decrease of more than \$13,500,000 in net income, notwithstanding an increase of \$3,832 million in net worth.

Analysis of the figures set forth in the leaflet makes it appear that the gain in receipts in 1912 was entirely the result of a recovery from the recession six months, amounting to over \$56,000,000 where there had been an actual decrease for the first half of the year, ending with 1910.

The total gain for the second half of 1912 was only \$22,900,000, showing that about \$23,500,000 of the apparent gain of 1912 was entirely the result of a recovery from the preceding year.

Where the decline in traffic in 1911 was 17.5 per cent, it is estimated that the average miles of line operated in the United States has increased in the five years approximately 8.4 per cent.

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## BRYAN IS GREETED BY A BIG CROWD IN CONNELLSVILLE

The Peerless Orator Gets So Busy Denouncing Republicans That

### HE ALMOST OVERLOOKS WILSON

Criticism Taft and Roosevelt Imperialistic in Order to Please All the Right; Republicans; Reminds Democrats of His Campaign Week.

William Jennings Bryan addressed a large audience of persons of Connellsville and vicinity at Fayette Field, afternoon, in behalf of his old friend, the Democratic candidate for President of the United States. He stepped upon the platform in front of the grandstand he was loudly cheered.

Bryan skinned the Tariff, rapped the Money Power and its influence upon politics and governmental affairs, and exposed the long-standing scandals of the two parties.

Taft and Roosevelt did not have time to elaborate upon the qualities of Wilson. Bryan was accompanied to Connellsville by George W. Guthrie, ex-mayor of Pittsburgh, chairman of the State Democratic Committee, Joseph W. Guffey, Allegheny County chairman, and John R. Conroy, delivered an address before the arrival of Colonel Bryan, and was present.

"I'm in clover now," said Bryan.

May we not hope, Mr. Bryan, that "Progressive Democracy" does not mean to utilize the salary grab acts, as in case of Grover Cleveland, in his subordinates?

I. B. COREY.

### BRYAN NEGLECTS TO ANSWER QUERIES OF COREY'S FATHER

Parent of Steel Magnate, in Letter, Doubts Democracy and Wilson's Election.

Perhaps for Bryan he considered weightier and more important matters. William Jennings Bryan Tuesday afternoon, in Connellsville, neglected to reply to the following letter from I. B. Cory, of Braddock, Pa., aged father of W. E. Cory, steel magnate:

"You are advocating progressive Democracy. I am not sure I quite understand the meaning of Progressive Democracy. It used to be plain Democracy, which had a leader, Grover Cleveland, rather than a leader, Wilson. Cleveland stood by and witnessed the National Treasury bankrupted and forced to issue millions of bonds to protect National obligations going to protect."

"Do not allow yourself to be too sanguine of your election. If the people had taken the trouble to elect you, you might have been elected. If the change keeps up, as it has the past month, you will be defeated as surely as you will be elected."

"Let me ask you, is it possible to conceive of a greater travesty or farce than the election of Wilson?"

"The amount of \$100,000,000 raised for a plutocratic president of \$500 Democrats."

Benjamin Franklin, who was regarded as a political eccentric, and who helped to create our Republican system of government, said its only hope of success was in making the honors and wealth of the nation available to him who might have been elected. If the change keeps up, as it has the past month, you will be defeated as surely as you will be elected."

"Let me ask you, is it possible to conceive of a greater travesty or farce than the election of Wilson?"

"The amount of \$100,000,000 raised for a plutocratic president of \$500 Democrats."

Charles E. Smith, who was a Christian compared to the highway man of Wall street," said Bryan. He referred to the three parties of the last 52 years and attempted to attribute them to the Republicans. He declared the Democratic party was the truest of every honest dollar and the best enemy of every dishonest dollar. He said rich men are in the Democratic party as well as the other parties.

Bryan pleaded with his audience to elect the entire State ticket and, if possible, to nominate Taft, to give him a chance to speak at the Democratic Convention.

He declared Taft had been weighed in the balance and had not only been found wanting, but had actually broken the scales. He charged that the President doesn't trust the people. He charged Roosevelt with having no principles. "Let the people rule." The Democratic platform without using quotation marks, and appropriating the Democratic emblem, the bandanna.

"Recessed recommended Taft, and said we could not afford to let him go. He led Taft into the White House and then went away to Africa. Why didn't he stay here with Taft and help him to make good?"

Roosevelt has never helped Taft in the ten years he has been in the White House. "I don't believe he wanted Taft made president, he wanted to have a chance to find fault."

Bryan was noticed his wife was up.

He closed his address with a presentation of the name of Woodrow Wilson, Democratic nominee. The "Commander" voice was husky, but its oratorical power was not diminished. He made the same speech as here, as at several other places in the country yesterday.

The special train carrying Bryan and his party arrived in Connellsville over the Pennsylvania railroad at 4:15. The party was taken to Fayette Field, where the Rockwell Marionette processional was led by the Tenth Regiment and the Connellsville Military Bands.

A number of small boys, who climbed on the roof of the grandstand at Fayette Field, annoyed the Nebrascans and he requested them to be removed. The boys were hurried over the smooth road to the Roosevelt home.

Prior to the arrival of Bryan, the crowd at Fayette Field heard an hour's discussion of the Tariff by John S. Crosby of New York.

The party left Connellsville on schedule for Uniontown, where Bryan spoke to the miners and farmers, practically the same address as here. The Greensburg Farmers' Union Corps accompanied Bryan from Greensburg to Uniontown and returned.

SHAW ASKS DESK SERGEANT

Lock of Police Applicants Said Due to Law, Wages.

William Shaw is the applicant for appointment as night desk sergeant, the police position authorized by Council last Tuesday evening. Joseph O'Brien is the only applicant for appointment as patrolman, succeeding W. E. Stoner.

E. U. Hattell said Monday this was the first time there had been difficulty in obtaining a night desk sergeant, the police position authorized by Council last Tuesday evening. Joseph O'Brien is the only applicant for appointment as patrolman, succeeding W. E. Stoner.

John Tomika, of Moyar, admitted to St. Louis Hospital. He was in an accident at the Bader Coke Company plant of Moyar. John Tomika, aged 40 years, was admitted to the Cottage State Hospital, Saturday.

George Cribbs of Dunbar lost the first finger of his left hand by amputation resulting from an infection.

Auto Registry Regles Nov. 1.

State Highway Commissioner E. M. Bigelow has announced on November 1 he will accept applications for registration of automobiles, motor trucks and motor cycles, and for licenses of drivers for 1913 on Nov. 1. The law will take effect Jan. 1, 1913.

We said a local contractor is paying \$25 for pick and shovel work, and that the men can make more money in other positions than on the police force.

David Dumbauld is Dead.

Dead of old age, David Dumbauld, formerly associate judge of Fayette county, was buried in Champion at 4:30 o'clock Wednesday. Mr. Dumbauld was a life-long resident of Saltick township, and had been prominent in its political life. He would be 84 years old today.

Surviving are four children, John and Charles Dumbauld, Mrs. Jacob Craig and Mrs. Alexander Newell, who reside in the vicinity of Champion.

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### FATE, IN FORM OF DEATH AND MISHAPS, AT MINER'S HOME

Family of Thomas Kilroy, of Meyersdale, Saddened by Repeated Blows.

### WIFE AND MOTHER SUCUMB

Little Daughter Dies; Perhaps Fatal During Funeral of Grandmother; Father Falls Downstairs and Lockjaw is Immobilized.

Fate has dropped a fell hand upon Thomas Kilroy, miner, and his family, who have been living in poverty since he was born.

Kilroy's wife, Anna, died Tuesday morning, leaving behind her two sons, a daughter and a son-in-law.

When he returned from the second funeral, he found his infant daughter painfully, perhaps fatally, buried. Kilroy himself was injured in a fall down the stairs of his home. Lockjaw is found.

Kilroy is about 40 years old. He was employed at the mines around Meyersdale and worked steadily until a short time ago. About 15 years ago, Kilroy was married. Seven children came to him and his wife, Mary, their mother, died on Oct. 14 to the tune of \$100. October's chill winds killed the leaves, they waited death into the Kilroy cottage.

Mrs. Kilroy sickened and died. She was buried last week, not far from the new grave of her daughter-in-law.

From his mother's funeral, Kilroy went home to find his youngest girl severely burned on the body. As he stood in the cemetery, she had played near the tombstone. Her clothes had been torn in time to save her sister from death.

Kilroy was distraught. Work was lacking and he hunted for a place to earn bread for his children and himself. He came back sick, a few nights ago, and was unable to find a job to support his wife.

He arose in the night, wandered to the stairway, and fell down. Morning, he was picked up by his children and assisted to bed. Then he lapsed into unconsciousness.

The children thought, for the greater part of a day, their father was dead. When evening came, and he did not return, they became alarmed.

"We must get him to a doctor," said Kilroy. "I'm in clover now," said Bryan.

Bryan devoted the major portion of his speech to Taft, and was critical of the Wall Street financial interests.

The old fashioned highwayman was a Christian compared to the highway man of Wall street," said Bryan. He referred to the three parties of the last 52 years and attempted to attribute them to the Republicans. He declared the Democratic party was the truest of every honest dollar and the best enemy of every dishonest dollar. He said rich men are in the Democratic party as well as the other parties.

Bryan pleaded with his audience to elect the entire State ticket and, if possible, to nominate Taft, to give him a chance to speak at the Democratic Convention.

He declared Taft had been weighed in the balance and had not only been found wanting, but had actually broken the scales. He charged that the President doesn't trust the people. He charged Roosevelt with having no principles. "Let the people rule."

The Democratic platform without using quotation marks, and appropriating the Democratic emblem, the bandanna.

"Recessed recommended Taft, and said we could not afford to let him go. He led Taft into the White House and then went away to Africa. Why didn't he stay here with Taft and help him to make good?"

Roosevelt has never helped Taft in the ten years he has been in the White House. "I don't believe he wanted Taft made president, he wanted to have a chance to find fault."

Bryan was noticed his wife was up.

He closed his address with a presentation of the name of Woodrow Wilson, Democratic nominee. The "Commander" voice was husky, but its oratorical power was not diminished. He made the same speech as here, as at several other places in the country yesterday.

The special train carrying Bryan and his party arrived in Connellsville over the Pennsylvania railroad at 4:15.

The party was taken to Fayette Field, where the Rockwell Marionette processional was led by the Tenth Regiment and the Connellsville Military Bands.

A number of small boys, who climbed on the roof of the grandstand at Fayette Field, annoyed the Nebrascans and he requested them to be removed.

Prior to the arrival of Bryan, the crowd at Fayette Field heard an hour's discussion of the Tariff by John S. Crosby of New York.

The party left Connellsville on schedule for Uniontown, where Bryan spoke to the miners and farmers, practically the same address as here. The Greensburg Farmers' Union Corps accompanied Bryan from Greensburg to Uniontown and returned.

SHAW ASKS DESK SERGEANT

Lock of Police Applicants Said Due to Law, Wages.

William Shaw is the applicant for appointment as night desk sergeant, the police position authorized by Council last Tuesday evening. Joseph O'Brien is the only applicant for appointment as patrolman, succeeding W. E. Stoner.

John Tomika, of Moyar, admitted to St. Louis Hospital. He was in an accident at the Bader Coke Company plant of Moyar. John Tomika, aged 40 years, was admitted to the Cottage State Hospital, Saturday.

George Cribbs of Dunbar lost the first finger of his left hand by amputation resulting from an infection.

Auto Registry Regles Nov. 1.

State Highway Commissioner E. M. Bigelow has announced on November 1 he will accept applications for registration of automobiles, motor trucks and motor cycles, and for licenses of drivers for 1913 on Nov. 1. The law will take effect Jan. 1, 1913.

We said a local contractor is paying \$25 for pick and shovel work, and that the men can make more money in other positions than on the police force.

David Dumbauld is Dead.

Dead of old age, David Dumbauld, formerly associate judge of Fayette county, was buried in Champion at 4:30 o'clock Wednesday. Mr. Dumbauld was a life-long resident of Saltick township, and had been prominent in its political life. He would be 84 years old today.

Surviving are four children, John and Charles Dumbauld, Mrs. Jacob Craig and Mrs. Alexander Newell, who reside in the vicinity of Champion.

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## STATE BAPTISTS TO MEET AT CHESTER IN CONVENTION OF 1913

**Delegates at Uniontown Session Endorse Widespread Temperance Movement**

### SYMPATHY FOR COL. ROOSEVELT

**Resolution Adopted in Relation to Attenuated Administration; Senator Tammie of Philadelphia, Elected President of Pennsylvania Assembly**

Connellsville's delegates and laymen returned from the fifth anniversary of the Pennsylvania Baptist General Convention in Great Bethel Baptist Church, Uniontown, after a session which opened on Friday.

Collier was selected for the 1913 convention, and officers were named as follows: President, Senator Ernest L. Tammie, Philadelphia; First Vice President, George K. Cross, Updegraff; Second Vice President, L. L. Parker, Pittsburgh; Vice President, Lewis C. Walkinshaw, Greenberg; Secretary, the Rev. Charles A. Walker; Chaplain, Treasurer, Ray L. Hedges, Philadelphia.

Important resolutions were those endorsing a widespread temperance movement, expressing sympathy for Colonel Theodore Roosevelt, and a resolution to attempt to assassinate him.

Interest in the convention continued until Wednesday at 10 o'clock last night. Features of the last session were trials in an automobile accident when a West Penn car from Cresson struck the machine at Trumix crossing, near this place, yesterday.

Miss Overholt, a daughter of B. F. Overholt, a native of Scotland, was driving the car. The machine struck the brick road when the street-car struck the machine. One wheel of the auto was torn off and the side of the car smashed.

Miss Overholt and Miss Perkins were thrown out. It is thought that beyond severe bruises their injuries are not serious. A car from Connelly's conveyed the young women home.

The concluding program took up women's missionary work, including the following: "Our Work in Cuba," Miss Anna Bartley, Santiago; "Our Work in China," Dr. D. D. Boston; "Our Work in India," Dr. D. C. Chapman; "Religious Addresses," Dr. J. C. Munson; "Our Work in Africa," Dr. J. C. Munson; "Our Work in South America," Dr. J. C. Munson; "Our Work in Europe," Dr. J. C. Munson.

Devotional service by the Rev. Fred R. McArthur, Bellevue; "Our Advent Prophecy," by Bishop John C. Gresham; Dr. D. C. Chapman; "The Spiritual Standard of Evangelism," by James E. Francis; D. D. Boston, were on the program. "Moment by moment we are kept in God's love; He will give us victory in the battle of life, if we but trust Him fully," said Dr. Boston.

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The Rev. Wilbur Nelson, pastor of the local Baptist church, attended the session, interested in the convention.

The Rev. Mr. Nelson formerly was in Saginaw, Mich. With him, Connellsville's convention delegates were J. C. Marshall, Mrs. A. Stauffer and Mr. R. L. Boyd. Others who attended from here were Charles Hartman, Mr. and Mrs. Frank Kennedy, Mrs. Arlington Herbert, Mrs. W. J. Woodall, Mrs. W. J. Woodall, Mrs. Wilbur Nelson, Miss Jessie Jonnie and Nan Herbert, Mrs. W. S. Kreger and Mrs. Z. S. Kreger.

The Rev. Dr. E. M. Thompson of Lewellen, at the head of the Young People's work in Pennsylvania, and a prominent figure at the convention, will speak Sunday in Connellsville. He will speak at morning and evening services in the local Baptist church.

For the third time in 1912 the Baptist association received a delegate from the Christian Church in the convention yesterday. The Rev. John R. Evers, pastor of the East End Christian Church, Pittsburg, was the delegate representing the Western Pennsylvania Association. He advocated a union of the two churches, which will be the subject of later action.

### SEES LOWER VALUATION

**Dealer: Township Assessor Predicts Decrease in Appraisal**

J. R. Byars, assessor for Dunbar township, in Connellsville, Wednesday evening, said he had finished about one-third of the triennial assessment and predicted a decrease in the valuation because about .75 acres of coal, worth \$1,000 per acre, had been taken out of the valuation of the property on the part of other property.

Byars spoke of the movement for equalization of valuation, particularly of property along the border of townships or boroughs. Byars, yesterday, conferred with James T. Barrett, recently made assessor for Dunbar township, concerning the valuation of property on the part of other property.

Byars has one of the largest townships in the county. The valuation he is in, is between \$5,000,000 and \$5,000,000. The township comprises 44,000 acres and includes Johnstown, a large plant. It requires him, said, about 40 days to make the triennial assessment. He has been at work a month.

**Two Couples Seek Divorce.** The following liberal divorce were filed Thursday in Uniontown: Mr. and Mrs. James Abbott Nelson, alleging an offense with Jessie Gray, charging desertion. The Nelsons, residing at Tower Hill and the Grays at Leavenworth and Mt. Braddock.

**Railroad Crews Strike Cold.** Railroad crews working on their line over the Baltimore & Ohio between Connellsville and Cumberland and on the "Cumberland extension of the Western Maryland" recently reported heavy snow. Wednesday and Thursday night, there was snow and many falls on the mountains.

### W.C.T.U. NAMES COMMITTEE FOR THANKSGIVING AND ELECTIONS

**Local Branch Prepares for Holiday Benevolence; Mrs. W. H. Clasper Appointed Recording Secretary**

The local Women's Christian Temperance Union, which held its monthly meeting at the Carnegie Free Library, on Wednesday, appointed a committee to arrange for the Thanksgiving benevolent work. The committee is composed of Mrs. Edward Dunn and Mrs. Mary Lane.

Miss George Strickler, recording secretary of the Connellsville branch of the union, has resigned, and Mrs. W. H. Clasper was elected to fill the vacancy. Mrs. E. G. Hall was elected assistant secretary. Mrs. McClain, with her family, moved to Latrobe, where she is engaged in working for women only with her husband. Friday, November 2, when Dr. O. C. Engle, of Scottdale, will deliver an address on the effect of alcohol upon child life. Two new members, Mrs. McCairne and Mrs. Herd, were elected. Mrs. McClain was elected president of the department of temperance and Mrs. Blanchard, Cate, of Mountain Lake Park, Md., was a visitor. "The Union Signal," the National organ of the W. C. T. U. and "The Crusader Monthly," were subscribed for the Y. M. C. A.

### TWO SCOTTDALE YOUNG WOMEN HURT IN AUTO-CAR ACCIDENT

**Misses Overholt and Perkins Injured in Machine Strike Near Trumix Crossing**

MT. PLEASANT, Oct. 18.—Misses Helen Overholt and Perkins, students in an automobile accident when a West Penn car from Cresson struck the machine at Trumix crossing, near this place, yesterday.

Miss Overholt, a daughter of B. F. Overholt, a native of Scotland, was driving the car. The machine struck the brick road when the street-car struck the machine. One wheel of the auto was torn off and the side of the car smashed.

Miss Overholt and Miss Perkins were thrown out. It is thought that beyond severe bruising their injuries are not serious. A car from Connelly's conveyed the young women home.

The action is the result of efforts by women's missionary work, including the following: "Our Work in Cuba," Miss Anna Bartley, Santiago; "Our Work in China," Dr. D. C. Chapman; "The Spiritual Standard of Evangelism," by James E. Francis; D. D. Boston, were given before the stewardship conference and dinner at 5:30 o'clock.

At the dinner, conducted by the Rev. Dr. Lewis C. Walkinshaw, were 250, in Bethel Church dining room. "Municipal Religion," by Charles Mathews, was presented. Hiram H. Hines, the author of "Religion," declaimed the banqueters. "Religion," declared Dr. Mathews, "is a man's job, and business men must take God into their business."

Devotional service by the Rev. Fred R. McArthur, Bellevue; "Our Advent Prophecy," by Bishop John C. Gresham; Dr. D. C. Chapman; "The Spiritual Standard of Evangelism," by James E. Francis; D. D. Boston, were on the program. "Moment by moment we are kept in God's love; He will give us victory in the battle of life, if we but trust Him fully," said Dr. Boston.

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### EX-LOCAL PITCHER SHOT

**Shane Howser, Connellsville Twirler, Wounded by Farmer**

The Westmoreland County Orphans' Court will be asked to declare Mrs. Jennie Rebecca Myers and daughters, Ellen and Vida, formerly of Mt. Pleasant township, legally dead.

George Myers separated from his wife in 1884. The two now live in separate houses in Mt. Pleasant. His estate has not been claimed.

Relating to the darkness, the woman was unable to describe her assailant. She said he was a white man of short stature. Mrs. English was accompanied home.

She was dangerously near nervous prostration a few minutes after the attack upon her, but recovered from the shock, and spent the night and Thursday, well at her home.

### DISEASE IN TROTTER SCHOOLS

**Daughter of Michael Goggin Dead of Diphtheria; Ill 24 Hours**

The 4-year-old daughter of Michael Goggin, of Trotter, is dead of diphtheria. The child was stricken less than 24 hours before death. The Trotter school, where other members of the Goggin family attend, were closed and thoroughly fumigated.

Two daughters of Patrick Riley and a daughter of Joseph Prodatoky, of the H. C. Frick Coke Company, upon orders passing above the mouth of an alley by a vacant lot near the Catholic church, East Main street, Mrs. English suddenly was grabbed by a man. He clutched her arms and endeavored to pull her with him, but she broke loose after a fierce struggle. He was left in the street, and died shortly thereafter.

Relating to the darkness, the woman was unable to describe her assailant. She said he was a white man of short stature. Mrs. English was accompanied home.

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**Shane Howser, Connellsville Twirler, Wounded by Farmer**

White Shae Howser, of Jeannette, and William Lane, of Youngwood, were hunting blackbirds on a farm owned by Mr. and Mrs. John C. Moore. Howser was wounded in the chest and left arm by a bullet said to have been fired by the owner of the farm.

The two, it is said, were ordered off the farm and as they started away, the farmer fired at them. Howser was taken to the Mt. Pleasant Hospital, where he died.

Howser is aged 25, and a well-known baseball player and athlete. Last season he was the star pitcher of the Connellsville team in the Ohio and Pennsylvania League. He is now with the Toledo team.

Howser spoke of the movement for equalization of valuation, particularly of property along the border of townships or boroughs. Byars, yesterday, conferred with James T. Barrett, recently made assessor for Dunbar township, concerning the valuation of property on the part of other property.

Byars has one of the largest townships in the county. The valuation he is in, is between \$5,000,000 and \$5,000,000. The township comprises 44,000 acres and includes Johnstown, a large plant. It requires him, said, about 40 days to make the triennial assessment. He has been at work a month.

**Company K Holds Reunion.** The 15th annual reunion of Company K, 10th Pennsylvania Cavalry, was held at the Hotel House, Uniontown, Thursday. Seven or 15 surviving members were present as follows: Richard A. McClellan; James Collins, Alexander Chisholm, Sr.; Samuel A. Clark; John R. Hayden; Jacob Allanson and Daniel Chisholm.

**Notice of Bond Election.** Notice that the Duquesne election will vote on a \$1,000,000 bond issue at the general election next month for paying off the present debt and making prior improvements, has been published.

**Railroad Crews Struck Cold.** Railroad crews working on their line over the Baltimore & Ohio between Connellsville and Cumberland and on the "Cumberland extension of the Western Maryland" recently reported heavy snow. Wednesday and Thursday night, there was snow and many falls on the mountains.

### FORMER RAILROADERS OF THIS CITY HEIRS TO \$100,000,000?

**Poor Directors' Counsel at State Meet, Delivers Address Upon Need of Such Laws**

Local Reports Connect B. W. Vandegrift and Two Others With Claim.

### LEGACY BY HANNAH HILMAN

**Contestants for Estate Meet in Pittsburgh to Take Legal Steps Toward Obtaining Share of Property, Which is Located in St. Louis, Mo.**

B. W. Vandegrift and two brothers, former trustees of the estate, are to file suit in St. Louis, Mo., according to reports.

The heirs, including the former trustees, are to file suit in St. Louis, Mo., according to reports.

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## AUTO TRUCK TESTS SHOW SUPERIORITY OVER HAND DEVICE

**TRYOUT AT PITTSBURGH TERMINAL PLEASES WAREHOUSE AND FREIGHT MEN.**

### MECHANISM IS COMPLICATED

Machinery Similar to That of Ordinary Handcart and Power is Stored in Batteries Underneath Car; Freight is Unloaded in Fast Time.

Experiments are being conducted at some of the Pittsburgh freight depots with a view to determining the relative economy of the use of a newly-derived mechanical device, the old-fashioned hand truck that has been used since railroads were railroads. Warehouse superintendents without exception concede the necessity for some such equipment since the demand is continually increasing in growth in volume of traffic, and all the while creating new problems in respect to its expeditious handling at terminal points, particularly such centers as Pittsburgh. Handling it by the aid of mechanical devices, however, is not much easier, owing to the narrow doors and limited space within which the new-style trucks, which necessarily are large, must be maneuvered.

The style of mechanical truck now being tried out in Pittsburgh is electrically operated, being driven by a storage battery mounted on four wheels, each of which is pivoted and turned for steering after the manner of an automobile. A peculiarity of it, however, is that with all four wheels used for steering the mechanism that does as well as the front wheels for steering the machine located at the center of the truck and drives a shaft running longitudinally between the axles at each end of which is a worm. The worm meshes with a gear which carries two others in turn mesh with yet others on the main ends of the body frame, thus forming a differential drive similar to that used in automobiles. The main-shaft runs in ball bearings and carries gears at its outer ends. The shaft serves not only for the transmission of power to the wheel set, but also for the drive point about which the wheel turns about which the wheel turns.

The truck is steered by means of a hand wheel that drives the shaft by means of a sprocket chain and sprocket and wheel. The braking mechanism is similar to that used in automobiles.

The batteries, contained in boxes underneath the platform, are capable of keeping the truck in use continuously for 10 hours.

Two styles of the electric truck are being experimented with, one with two wheels only for steering and the other with four. Both are steered with all four. With the former the radius of turning is about twice the wheel base, while with the latter it is only about half the wheel base.

Following are the results of some tests made recently: Five tons of flour were taken from a car and hauled a distance of 200 feet in 28 minutes. The time was the same when it was in a car with other goods, so that five trips were required in handling it, instead of four. Had not been the case, the time of handling the four would have been less than half an hour. About 4,000 pounds of coffee were unloaded from a car and carried 178 feet in 13 minutes and 10 seconds. At other times, the truck was loaded with light merchandise as high as the top of the car. Grocery supplies, such as cases of canned goods, crates of eggs, baskets of apples, boxes of tobacco, etc., were transported in large quantities in single loads—30 bushels of apples and 40 crates of eggs at one time.

So far the trucks appear to be doing all that is claimed for them, according to the warehousemen, who will pleased with them.

### BACK REST FOR ENGINEERS

Railroads of District Give Drivers Device for Relief.

Locomotive engineers running on the several roads operating in this district are manifesting much interest in a device that is being demonstrated at Pittsburgh. It is a seat which is claimed will make their employment less irksome, particularly in respect to sitting in one position for so long a period of time.

The device consists of a length of canvas duck, of the same width as the seat, and one end of which is attached to the top of the cab by means of an arrangement of hooks, straps and springs. Its length being sufficient to permit a stitched fold to extend down underneath the seat at the back while the remaining end covers the top surface of the seat and extends over the back. The sides of the seat at the forward end, the side and the end of the fold being connected by means of a strap underneath the seat which serves to hold the entire arrangement secure in place on the seat.

From the description it will be seen that the device is adjustable to different widths of seats and heights of cabs and since it is so lightly constructed and readily attached and detached it commands itself to locomotive engineers as affording a support for the back and neck, which are inevitably incident to the constrained position they are compelled to assume and maintain often for long periods of time on fast trains.

**TRUST CO. TO BUY WASHINGTON COAL STOCKS.**—The National Savings & Trust Company of New Castle, Pa., yesterday, decided to raise \$100,000 to \$125,000 to purchase the property of the Washington County Coal Company, which is to be sold at auction next Wednesday in Washington, Pa.

All your coal land by advertising it in The Weekly Courier.

### STATISTICS SHOW EXPRESS REVENUE CUT 20 PER CENT

Railroad Companies in Effort to Prevent Reduction of Rates of Freight Carriers.

Comments made by the express companies in this regard of the new rates proposed by the Interstate Commerce Commission indicate that revenues will be reduced to the extent of about 20 per cent.

Most of the new rates so far submitted by the commission have been set against actual business done last year, or in the past year, and while some indicated a decrease of 10 per cent in the revenues yielded, others were high enough to bring the average for the whole comparison up to about 20 per cent. On this ground, principally, the express companies are coming up, by the commission's statistician.

Another feature that marked the resumption of the hearing this month and that has been absent hitherto, was the entrance of the railway companies to a participatory part in the argument over rates and certain other technical requirements. Representatives of all the large railroads in the country were on hand to apply for what the Interstate Commerce Commission should, at once of its own initiative, assure the public and the railroads that its general policy is for the property of both, the Railway Business Association says:

"The commissioners have in its various decisions granted the general level of freight rates should be high enough to enable the railroads to perform their functions efficiently. The commission granted in 1911 advances in southwestern territory on the ground that those roads needed higher rates, while staying in the same areas advanced to the larger and western trunk lines the commission stated that where large territory and large tonnage were involved in a general advance it was necessary to consider the fundamental question of greater earnings, and expressed willingness to sanction advances if experience could prove the need of larger earnings."

### SHIPPERS ASKED TO PETITION FOR HIGHER RAILROAD RATES

Railway Business Association to Present Interim Commerce Commission Demand for Revenue.

Comments made by the express companies in this regard of the new rates proposed by the Interstate Commerce Commission indicate that revenues will be reduced to the extent of about 20 per cent.

Most of the new rates so far submitted by the commission have been set against actual business done last year, or in the past year, and while some indicated a decrease of 10 per cent in the revenues yielded, others were high enough to bring the average for the whole comparison up to about 20 per cent. On this ground, principally, the express companies are coming up, by the commission's statistician.

Another feature that marked the resumption of the hearing this month and that has been absent hitherto, was the entrance of the railway companies to a participatory part in the argument over rates and certain other technical requirements. Representatives of all the large railroads in the country were on hand to apply for what the Interstate Commerce Commission should, at once of its own initiative, assure the public and the railroads that its general policy is for the property of both, the Railway Business Association says:

"The commissioners have in its various decisions granted the general level of freight rates should be high enough to enable the railroads to perform their functions efficiently. The commission granted in 1911 advances in southwestern territory on the ground that those roads needed higher rates, while staying in the same areas advanced to the larger and western trunk lines the commission stated that where large territory and large tonnage were involved in a general advance it was necessary to consider the fundamental question of greater earnings, and expressed willingness to sanction advances if experience could prove the need of larger earnings."

### EXPERT SAYS FREIGHT CAR IS RAILROAD'S BEST ASSET

Average Earnings Capacity Per Day is Estimated at \$2.34 and Eliminating Expenses \$1.16 Net.

The consensus of expert opinion here today was that the freight car is the best asset of the present railroad. It earns 75 per cent of a road's gross revenue, and during the busy season unquestionably is the best freight solicitor of them all.

The average earning capacity of a freight car per day is estimated to be \$2.34; but, eliminating Sundays, holidays and bad-order days and confining the busy season its gross capacity is about \$3.85 per day, or approximately \$1.16 net.

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